

Dec. 29.

SECOND FROZEN HERRING FARE.

SCH. HARRY A. NICKERSON ARRIVED FROM BONNE BAY YESTERDAY AFTERNOON.

There are no arrivals here this morning. Yesterday afternoon sch. Harry A. Nickerson arrived from Bonne Bay, N. F., with a cargo of frozen herring, the second frozen fare to arrive here thus far this season.

Some of the market boats are in this morning, but the most of them are out on the fishing ground.

The little steam netters have been picking up a few fish lately and getting quite a lot of cod and haddock among them, sometimes the fares being one half or one quarter these fish and the rest pollock. During the early part of the season they got all pollock but now are striking market fish.

This forenoon sch. Annie F. Kimball arrived from Northeast Harbor, Me., with a cargo of cured fish.

Some of the vessels of the pollock fleet will soon change over from hook and lines to seines and continue after pollock. A school or two has been reported off here already. Last year the first seine trip came in February 3, but the fish had been schooling off here for three weeks before that. The large fleet which engaged in this fishery last winter and spring did unusually well and brought in big trips.

Today's Arrivals and Receipts.

The arrivals and fares in detail are:

Sch. Harry A. Nickerson, Bonne Bay, N. F., 1000 bbls. frozen herring, 70 bbls. salt herring.

Sch. Annie F. Kimball, Northeast Harbor, Me., 900 qtls. cured fish.

Steamer Quoddy, shore, 5000 lbs. fresh fish.

Steamer Nomad, shore, 3500 lbs. fresh fish.

Steamer Mindora, shore, 3500 lbs. fresh fish.

Steamer Hope, shore, 2500 lbs. fresh fish.

Steamer Weazel, shore, 1200 lbs. fresh fish.

Sch. Thomas Brundage, shore.

Sch. Rita A. Viator, shore.

Sch. Emily Sears, shore.

Sch. Mary DeCosta, shore.

Sch. Walter P. Goulart, shore.

Sch. Clara G. Silva, shore.

Sch. Georgianna, shore.

Sch. Viking, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Mettacommet, shore.

Vessels Sailed.

Sch. Morning Star, haddocking.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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MAINE'S LOBSTER CATCH.

Total of 19,936,542 in 1910, Nearly Double That of Five Years Ago.

The fishermen of Maine caught 19,936,542 lobsters during the year 1910 for which they were paid \$2,145,204, according to Commissioner James L. Donohue. The catch is 3,000,000 more than the previous year and nearly twice as many as in 1905, when the catch was 11,000,000.

The steady increase in the lobster catch in the past five years is attributed by the commissioner to the present method of propagating employed by the state and the better enforcement of the short lobster law.

BOSTON FISH PRICES SAG.

EFFECT OF HALF-DOZEN GOOD SIZED OFF-SHORE TRIPS AT T WHARF.

Under the weight of a half-dozen off-shore trips, some of them of large size, the haddock prices sagged off today, the last of the off-shore fleet in selling for \$2.50, while most of them sold right through for \$2.65. The price cannot be called low, still it appears so when considered in connection with the big market which has hitherto prevailed all the season.

The off-shore vessels in are schs. Harmony, Francis J. O'Hara, Jr., Onato, Rhodora, George Parker and Lucania and their fares run all the way from 31,000 to 83,000 pounds, the Lucania having the latter amount.

Capt. Wallace Bruce, who is in command of the Lucania is keeping up the fine work he did in the same craft last winter and in the Arabia this season.

The market boat trips average up well, there being several good ones, schs. Gladys and Nellie, Victor and Ethan, Ethel B. Penney, Matthew S. Greer, Yankee and Stranger having 10,000 pounds or over.

Shore haddock brought as high as \$3.50 and large cod sold at the same figure. Pollock held at \$3 and hake \$3 to \$5, while 200 pounds of halibut which sch. Onato brought in sold for 30 cents per pound.

Boston Arrivals.

Sch. Harmony, 60,000 haddock, 3000 cod.

Sch. Stranger, 6500 haddock, 1200 cod, 1500 hake, 500 pollock.

Sch. Francis J. O'Hara, Jr., 50,000 haddock, 2000 cod.

Sch. Gladys and Nellie, 7000 haddock, 4500 cod, 2500 hake.

Sch. Matthew S. Greer, 6000 haddock, 3000 cod, 3000 hake.

Sch. Galatea, 2700 haddock, 700 cod, 1500 pollock.

Sch. Rebecca, 4500 haddock, 500 cod, 1000 pollock.

Sch. Victor and Ethan, 12,000 haddock, 600 cod.

Sch. Maud F. Silva, 3000 haddock, 200 cod, 2000 hake.

Sch. Marguerite, 2800 cod.

Sch. Ethel B. Penney, 2500 haddock, 6000 cod, 2500 hake, 2000 cusk.

Sch. Yankee, 3500 haddock, 2500 hake.

Sch. Annie and Jennie, 3000 haddock, 3000 cod, 1000 pollock.

Sch. Leo, 3000 haddock, 1000 cod.

Sch. Emily Cooney, 9000 haddock, 1000 cod.

Sch. Onato, 60,000 haddock, 5000 cod, 200 halibut.

Sch. Lucania, 80,000 haddock, 3000 cod.

Sch. Rhodora, 21,000 haddock, 6200 cod, 500 hake, 3500 cusk.

Sch. George Parker, 40,000 haddock, 2200 cod.

Haddock, \$2.50 to \$3.50 per cwt.; large cod, \$3.50; market cod, \$2.30; pollock, \$3; hake, \$3 to \$5; halibut, 30c per lb.

Japanese Herring Catch Decreasing.

The herring catch of Hokkaido, Japan, is gradually decreasing, and as 40,000 families in the island are engaged, directly or indirectly, in the fisheries, this decrease is a matter of much concern. One of the reasons given for the decline is the denudation of forests; the removal of trees from large areas results in changing the currents of the rivers, and thus interfering with the propagation of herring. Another reason for the decline is said to be changes in the ocean currents, thus carrying the fish away from the coast of Hokkaido. While the above reasons are put forward by government officials, there are others concerned in the fishing trade who believe artificial propagation, as practiced on the Pacific coast of North America, will have to be resorted to in order to retain Hokkaido's percentage of Japan's extensive fisheries business.

Pacific Codfishing Season Closed.

The codfish arrivals, both at San Francisco and on Puget Sound, are now complete for the year, all the regular fleet of the fishing firms, except sch. John D. Spreckels of the Alaska Codfish Company, which will winter at the stations, being now in port. There has been only one arrival during the month, the movements of the Alaska Codfish Company fleet being completed at the end of October. The total arrivals at San Francisco for the season are 1,520,600 codfish, of which 580,000 were received by the Alaska

Codfish Company and 940,600 by the Union Fish Company, including 460,000 which came via Seattle. The total arrivals in Puget Sound are 442,000 pounds, not counting the cargoes diverted to San Francisco. Aside from continued firmness, due to the shortage in the east, this market shows very little feature.

Sailed 80,000 Miles in 16 Years.

The little two-masted schooner Hattie Loring, which has the remarkable record of having covered 80,000 miles of water in the 16 years she has been built, was sold Wednesday by her owner, Capt. Loring E. Rice, to A. W. Porter of Digby, and she will hereafter fly the British flag. Outside of one trip to Boston, the Loring has been wholly engaged in the packet business between Portland and Washington county ports.

London Sealskin Sales.

Reports from the sealskin sale held in London recently, say that the 14,000 skins offered by the United States government netted \$450,000 in cash. This is the first year that Uncle Sam has done his own sealing in the Pribyloff Islands, and he is quite well satisfied with the results. Not only does the government expect to profit, but the herds will be conserved.

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ALASKA HALIBUT FISHERY.

Whales Bothering the Herring Catchers in Search for Bait.

The New York Fishing Gazette publishes the following interesting Alaska halibut fishery notes:

Halibut, which about this time of the year is obtained in 25 or 30 fathoms of water, can now only be had in 90 or 100 fathoms. Fishermen state that they have gone into deeper water because of the fact that the salmon, which of late years have been fairly plentiful near the creeks, have all gone up the creeks to spawn and die.

The Indians, who during the past have been "dead ones," so far as halibut fishing is concerned, have "hove to" and are now outfitting. They are highly successful in salmon fishing, and should they prove so lucky in halibut fishing, they will fish that part of the grounds, that can be fished in small boats, pretty closely.

It is probable that a full supply of herring bait will be obtained from the baiters at the Wrangell Narrows shipping points for some time to come.

The Alexander & Creed Co. of Petersburg, who were denied the right to produce herring by traps, have placed their large and powerful gasoline boat in commission, and are now in a position to supply large or small amounts of halibut bait. To this company is given credit for relieving the situation.

The southwest Alaska fishermen don't care what the meat trust charges for beef; in fact they have got the meat trust "by the hair," with a down-the-mountain pull. Deer, which is as plentiful as ever, can now be obtained in almost any part of the halibut fishing country, and every boat that has a gun has a deer strapped to the rigging.

Capt. Crockett, of the halibut steamer Grant, on his arrival at Wrangell Narrows on his last northbound trip, sized up the bait situation at a glance. No bait was available, and the captain made haste to inform all the baiters that he would tow them and their outfits to any old bay when there was herring. The baiters "hooked" on to the Grant, and Capt. Crockett turned them loose at a bay some miles north of the Narrows. At this place the baiters got a full supply of bait for the Grant; and after the genial captain had received the same he handed the baiters their "dough" and sailed away. Judging by the time he obtained his cargo, the captain must have put his fishermen out to fish at grounds where halibut were as plentiful as pretty girls at a Cape Cod camp meeting.

Whales, which appear to be more numerous than ever in Frederick Sound, are making salmon trolling and herring fishermen is pursuing up the times. The whales, who travel in schools of six or eight, are working overtime in bays where the herring and King salmon are the most plentiful. Just about the time the salmon are commencing to bite, and when the herring fisherman is pursuing up the seines up "pops" the whales and drives all the herring out of the bay. The trollers and baiters state that the whales follow the beaches very closely, and when they come up they are dangerously near their boats.

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FISH ENTITLED TO FREE ENTRY

If Caught on Treaty Coast By Foreigners Under American Control.

Text of Appraisers' Decision in the Carter Case.

The following full text of the decision of Board Three of the United States General Appraisers, at New York, rendered by General Appraiser Waite, in sustaining the protest of W. B. Redding and Lincoln, Willey & Co. against the assessment of duty by the collector of the port of Boston on a certain cargo of fish brought to that port from the treaty coast of Newfoundland, will be read here with interest, as all engaged in the fish business hereabouts are familiar with many of the phases of the case to a greater or less extent and also because the decision is one of the most important and sweeping which has been rendered for many years concerning the fisheries and may lead to a large development of a branch which has hitherto been but very little exploited and which promises great possibilities. The decision reads as follows:

The Test of the Decision.

Waite, General Appraiser—These protests arise over the importation of fish which were caught in what is known as the "treaty waters," off the Island of Newfoundland, pursuant to the provisions of the treaty of 1818 between Great Britain and the United States. The fish were imported into the United States after the tariff act of August 5, 1909, went into effect. They were assessed under Paragraph 273 of said law, which reads as follows:

"273—Fish, fresh, smoked, dried, salted, pickled, frozen, packed in ice or otherwise prepared for preservation, not specially provided for in this section, three-fourths of one cent per pound; fish, skinned or boned, one and one-fourth cents per pound; mackerel, halibut or salmon, fresh, pickled or salted, one cent per pound."

It is claimed by the importer that they should be admitted free under the provisions of either paragraph 567 or 639 of said law. Paragraph 567 grants free entry to—

Fish, fresh, frozen or packed in ice, caught in the Great Lakes or other fresh waters by citizens of the United States, and all other fish, the products of American fisheries.

Paragraph 639, in so far as pertinent hereto, reads as follows:

639— * * * spermaceti, whale and other fish oils of American fisheries, and all fish and other products of such fisheries; * * * *

From the above quotation, it will be seen that the last-named paragraphs provide for the free entry of fish caught where these were caught in case they were the product of American fisheries. The only question for us to decide here is whether they come within that category. Evidence was introduced at the hearing which shows the following to be the circumstances under which these fish were caught—

One Capt. Carter, owner and master of the vessel Sarah C. Wharf, duly documented under the laws of the United States, had maintained her in the waters about the treaty coast of Newfoundland for a number of years previous to the fall of 1909. During the time when these fish were caught, the vessel had on board a crew of five men, of whom the temporary captain and one other man were citizens of the United States. The vessel was used as a base of supplies, and for the use of the master in the conduct of his operations, while catching the fish.

The fish, however, were not caught from this vessel; in fact they were

never on board the vessel. They were caught by citizens of Newfoundland, or the provinces, by means of tackle and appliances which were in some cases supplied by the men themselves and in some cases by the master of the vessel, who was responsible for and conducted these fishing operations. He says that from \$800 to \$1000 was invested by him in such tackle and appliances for catching the fish.

The men who caught the fish were employed on different basis. Some of them were paid by the pound, according to weight after the fish had been dressed or split. Some of them, however, were employed on a time basis at so much per day for catching the fish. Payment was also made on the same basis for their services in curing the fish.

The fish were cured at various places along the shore, which were provided by the witness (Carter), the master and owner of the vessel. The evidence does not disclose how complete these curing stations were; it is fair to assume, however, that they consisted of necessary appliances, such as sheds, racks, receptacles for receiving the fish and offal, and places for drying the fish.

What Constitutes an American Fishery.

We have not had our attention called to any definition of a fishery which has been recognized by the courts. The ordinary definition as given by the dictionaries is:

"Fishery, 1. The business of catching fish or any aquatic animals the fishing industry; * * * * * 2. A place where fish or other aquatic animals are or may be taken regularly; fishing grounds. 3. The buildings or equipment generally required in any particular fishing business; a fishing establishment."—Standard Dictionary.

"Fishery. 1. The business of catching fish; the fishing industry. 2. In law, the right of fishing in certain waters. 3. A place where fish are regularly caught or other products of the sea or rivers are taken from the waters by fishing, diving, dredging, etc."—Century Dictionary.

In our judgment, three things are necessary to constitute a fishery within the meaning of the statute, the fishing grounds; a place for curing the fish or preparing them for the market if they are not marketed as taken from the water and the necessary tackle and appliances for catching the fish, such as lines, hooks, nets, boats, etc. We think the testimony shows that a fishery was maintained by Capt. Carter on the treaty coast at the time. It appears that he had been engaged in this business on these grounds for several years.

Treasury Decisions Bearing Upon the Question.

Having arrived at this conclusion, the next step is to determine whether it was an American fishery. It has been held by the treasury department under similar laws that it was not absolutely necessary that the fish should all be caught, handled and cured by Americans. Note Treasury Decision 7933 and Treasury Decision 10578, where it was stated that fish caught by the crew of an American vessel licensed for the fisheries, with the assistance of men and nets hired in Newfoundland for that purpose, would be free of duty as the product of American fisheries. To the same effect see also Treasury Decision 28768, And in G. A., 5453 (Treasury Decision

24738) it was held that fish taken at Bay of Islands, Newfoundland, by an American vessel, under a license from the Canadian government, with the assistance of men, boats, and gear hired for the purpose, are entitled to free entry under paragraph 626, tariff act of 1897, as the "product of an American fishery."

We note in passing that the arbitration court at the Hague has recently decided that inhabitants of the United States while exercising the liberty to take fish on the treaty coasts, may employ as members of their fishing crews persons not inhabitants of the United States.

Fish Should Be Admitted Free Since the Plant Was Run By Americans.

While none of these fish were actually caught by the manual labor of Americans, still the opportunity, funds, place and appliances necessary for the operation to be carried on were furnished by an American with American money. The whole enterprise was conducted and carried on by an American who was responsible for the operations. The law was intended, in our judgment, to favor operations carried on by Americans in this way and to encourage the taking of fish in the treaty waters. We are of the opinion, therefore, that this plant carried on, fostered and maintained as it was should be held to be an American fishery, the products of which should be admitted to the United States free of duty under the existing law. The protests were therefore sustained.

How the Decision is Understood in Newfoundland.

The Bay of Islands, N. F., Western Star says editorially:

"The board of appraisers of New York recently handed down a ruling which legalizes the herring industry as carried on on this coast by the Gloucester fish firms as an American fishery, and therefore entitled to exemption from customs duties when taken to American ports in American bottoms. Heretofore the practice has been to do this by an understanding between the American customs department and the fishing interests of Gloucester, but the practice is now definitely authorized by the board of appraisers and will in future be unchangeable except by an amendment to the American laws regarding customs entry. By this decision it does not matter whether the Americans "catch" their fish with silver "hooks" or paper "nets" so long as it is conveyed to "American ports in American bottoms commanded by American captains."

THREE ARRIVALS. AT THIS PORT.

ONE CARGO OF FROZEN HERRING,
ONE OF SALT HERRING, AND
FRESH FISH FARE IN PORT.

Most of the shore boats went out during the night, but the storm from the southwest is sending them back to port again this forenoon, so they will do no fishing for today at least.

Yesterday afternoon, during the flat calm, one of the tugs went down the harbor and outside found schs. Corsair and Smuggler trying in vain to make headway, and towed them in. Both are from Bonne Bay, N. F., sch. Corsair having frozen herring and sch. Smuggler salt herring, it being the second trip for the latter craft.

Sch. Corsair, which has mostly pan frozen herring, secured most of her cargo at Bay of Islands and then went to Bonne Bay where she finished off her load.

Sch. Lizzie M. Stanley came in during the night with a fine catch, 75,000 pounds of fresh cod and haddock, taken to the eastward, off the Cape Shore. During the forenoon sch. Oriole arrived from Bay of Islands, N. F., with full cargo of frozen herring.

Today's Arrivals and Receipts.
The arrivals and receipts in detail are:

Sch. Corsair, Bonne Bay, N. F., 800 bbls. frozen herring, 100 bbls. pickled herring.
Sch. Smuggler, Bonne Bay, N. F., 225 bbls. salt herring, 100 bbls. pickled herring.
Sch. Buena, shore.
Sch. Mary E. Greer, shore.
Sch. Florida, shore.
Sch. Margaret Dillon, shore.
Sch. Harriet, shore.
Sch. Manomet, shore.
Sch. Frances P. Mesquita, shore.
Sch. Mary E. Silveira, shore.
Sch. Ida S. Brooks, shore.
Sch. Pontiac, shore.
Sch. Oriole, Bay of Islands, N. F., full cargo frozen herring.
Sch. A. C. Newhall, shore.

Vessels Sailed.
Sch. Mildred Robinson, towed to Boston.
Sch. Thomas Brundage, pollocking.

Today's Fish Market.
Bay of Islands salt herring, \$4.12 1-2 per bbl.; Bonne Bay salt herring, \$3.62 1-2 per bbl.; pickled herring \$5 per bbl.
Eastern deck headline salt cod, \$5.55 per cwt.; for large \$5 for mediums and for snappers.
Bank halibut 12 cts. per lb. for white, 10 cts. for gray, with the heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium 80c; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Frozen Salmon in Paris.
A consular report says that frozen salmon from British Columbia has secured a place on the Paris market, which tends to increase in importance; but it is a curious fact that supplies come by way of Hamburg; it seems, indeed, to be more difficult and costly to convey the fish from Havre than from Vancouver to Paris. The fresh fish on the spot is 25 to 30 cents per Canadian pound of 455 grammes, whereas the wholesale price of salmon on the Paris market is two francs to three francs per kilo (or 90 cents to one franc 60 cents per Canadian pound.) The cost to Havre adds about 50 per cent, so there should be still a fair margin for profit; but much of the fish spoiled between Havre and the capital owing to the want of a properly organized and cold storage service, and there are other difficulties.

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Portland Fish Notes.
About 57,000 pounds of fish were brought in Wednesday by four vessels of the local fleet, schs. Hocko and Albert W. Black each having about 18,000 pounds, while schs. W. Sennett and Edmund F. had smaller amounts. Most of the vessels are now fishing off Matinistock, the fish seemingly having decreased in the Rockland Bay the past few days and are now scattering to the westward.

Pacific Codfish Market.

The Pacific codfish market says the Pacific Fisherman has ruled very steady, and while the trade has been less than at this season in former years, stocks in first hands are firmly held. The practical certainty of being able to market any surplus east at good figures has induced holders to await with patience the inquiry which the scarcity of goods on the Atlantic coast assures us is bound to come. When the large dealers and the largest catchers of codfish are sending men and vessels down through the small fishing villages of Maine and the provinces to buy up little odd lots of fish wherever they can be found, as has been done this year, there is no need to look for low prices, nor for any Pacific coast dealer to worry about a market for whatever fish we may have here.

Placed Blame on Master.

At Aberdeen, Scotland, an inquiry into the loss of the steam trawler Aberdeenshire, which went ashore about half a mile southwest of Buchan Ness lighthouse, on October 21, resulted in the court finding the master at fault, suspending his certificate for three months, and ordering him to pay £20 towards the cost of the investigation. It also ordered Joseph Watts, second fisherman, and Joseph Watt, deck hand, who were also found at fault, to pay £10 each towards the cost of the investigation. It was stated in the evidence that the wheel had been deserted for a time.

Sch. Harvard at Portland.

Sch. Harvard of the Georges handling fleet of this port, is at Portland this morning with 20,000 pounds of salt cod, 8000 pounds of fresh cod and 1000 pounds of halibut, the latter selling at 15 cents per pound.

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NO FROST AT NEWFOUNDLAND.

VESSELS WITH PANS USING THEM
FOR FREEZING HERRING AT
BONNE BAY.

Advices last evening from the Treaty coast of Newfoundland bring no word of the looked for frost.

At Bonne Bay it was still mild and herring were not plenty and the vessels with pans were using them for freezing herring.

The latest word from Bay of Islands was no frost there, no herring in the North and Middle Arms and fair fishing in the Humber Arm.

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Whale Fishing in Ireland.

A whale fishery was established some years ago on the west coast of Ireland, say the Irish Nationalist. Four steamers are now employed in this industry, and during the last two years 124 whales have been caught. Ten years ago these animals were looked upon as interesting stragglers rather than as native mammals. The idea of a whale fishery on the Irish coast would have seemed absurd to most people. Now two companies are at work, the Aranmore Whaling Company, on Inishkea, and the Blacksod Whaling Company, at Elly Point, both in County Mayo.

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Will Open Seattle Branch.

The western branch of the New England Fish Company, with headquarters at Vancouver, B. C., announces that their Seattle branch will be open for the handling of halibut and other fresh fish by January 1st, 1911.

As It Should Have Been.

Yesterday the types played pranks with the marine reporter. The stock of sch. Cynthia was given as \$240.15, when it should have been \$2415, while the share should have been \$62.60. The share of the men of sch. Conqueror's crew, given as \$67, should have been \$76.

Portland Fish Notes.

More of the local fishing vessels came in here Thursday and all the fares were taken out for the F. S. Willard Company. The trips were: Albert D. Willard, 7000; George H. Lube, 25,000; Eva and Mildred, 15,000 and Kate L. Palmer, 5000. The demand for fish is still heavy despite the high prices for fish.

After nearly three weeks of fishing on Brown's banks, the Gloucester schooner Mary Gleason came into port Thursday afternoon to discharge her fare of fish for J. W. Trefethen. During the greater part of this period of fishing, the schooner was exposed to continuous gales that swept over the banks. In one of them, while at anchor, the craft tossed about so that a heavy cable was chafed off and one of the anchors lost. Another schooner that was also fishing on the banks met with a similar experience. The heavy storms that swept along the coast during the past two weeks were all encountered.

"But we must expect those," said Capt. Martin Christiansen of the schooner, in speaking of the trip with a reporter. "We have encountered so many that we take them as a matter of course."

The schooner brought in here 12,000 pounds of salt fish, 12,000 pounds of fresh fish and a thousand pounds of chicken halibut. Her stock for the trip which will round out three weeks Saturday, was some over a thousand dollars. As soon as the fare had been taken out here, bait and ice were taken on, as Capt. Christiansen planned to return at once to Brown's banks after more fish.

A Rest for Mackerel.

There is some talk now in Massachusetts fishing towns of trying to get an act through Congress providing for a close time for mackerel. The almost complete failure of that fishery last season, especially among the spring seiners, has convinced many people that there must be some letting up in the constant harrying of the schools from Hatteras to the Cape Shore, if the pursuit is to survive much longer. The aim is to stop the southern cruises for a term of years—an expedient tried once before—and legislation to that effect will be sought, but it is not likely anything in that direction will be done for the coming year. Meantime, it is thought the Gloucester owners may consent of their own accord next spring to give up the early trips in southern waters. This province also severely felt the shortage in the mackerel last year. It is worth while considering the cause, and if, as many contend, it lies in the multitude of lobster trap in the water during the month of May, it would be advisable, in these parts, to take say fifteen days off the end of the season.—Clark's Harbor, N. S., Coast Guard.

Provincetown Fleet Making Ready.

The captains of the Provincetown fleet, which has been laid up since the middle of November, will begin next Monday to get ready for their first trip to the fishing grounds. It will take from a week to 10 days to fit out the vessels, repaint them and get the gear and bait aboard.

Dec. 31.

STR. BESSIE M. DUGAN DISABLED.

Engine Gave Out While Fishing in Ipswich Bay on Thursday.

The auxiliary fishing steamer Bessie M. Dugan of Boston, Capt. John Fortier, came into the Sandy Bay Pier Company's wharf, Rockport, yesterday, to have her engine repaired. She was in Ipswich Bay on Thursday when the power gave out. Sail was put on her, and she made for Rockport, where she lay in the outer harbor all night and yesterday morning, warped part way into the inner harbor, being assisted by Hartwell Littlefield's small motor boat to the wharf.

The Dugan has a crew of ex-skippers, all from this city, and is reported to have been doing a good business auto trawling down off Cape Cod. They were trying their luck in Ipswich Bay, and will resume operations as soon as the weather is suitable, the trouble to the engine having been adjusted.

Had to Seek Shelter.

The Gloucester sch. Oregon on her way to Bay of Islands for frozen herring, had a pretty hard time of it on the run up, and was obliged to seek shelter here Monday morning. Off Scatarie the vessel struck a regular hurricane about midnight Christmas, and had a close call from running on the dreaded reefs.—North Sydney Herald.